

TRAFFIC COMMISSION REPORT

November 18, 2010

Item VD

DISCUSSION OF ALAMEDA NORTH NEIGHBORHOOD PROTECTION PLAN

ISSUE:

The City Council directed that the Traffic Commission discuss the Alameda North Neighborhood Protection Program and provide comments and recommendations to the Council. City Council allocated funds for specific improvements in the neighborhood, and the Council wants input on the disposition of the funds.

BACKGROUND:

In 2003, the City Council directed staff to create a Neighborhood Protection Program (NPP) for the area north of Alameda Avenue and Olive Avenue and south of Oak Street between Hollywood Way and Buena Vista Street. The area was later expanded to include the neighborhoods north of Oak Street to Verdugo Avenue. The program was initiated to address issues raised by residents in conjunction with the development of the Platt project (Burbank Media Center) located south of Alameda Avenue between Lima Street and the SR-134 westbound off ramp. The Burbank Media Center development was later abandoned.

The Council was concerned about parking problems and cut-through traffic issues identified by the residents that would be exacerbated by the proposed project. A consultant was hired to work with the neighborhood and to define a plan that the residents accepted. For several years, City staff held meetings with neighborhood residents to identify elements of a plan to alleviate some of the traffic issues. A plan was developed and the neighborhood was surveyed to identify traffic control measures the residents did and did not want. In May 2005, City Council approved the implementation of the first phase of a mediation plan, and the first phase measures were installed. The second phase was never implemented because the proposed Platt development never occurred. City Council directed that the Phase 1 and 2 designs be reviewed and discussed to determine if the measures are still warranted.

DISCUSSION:

A number of different traffic controls and parking restrictions have been installed in the Alameda North neighborhood with a variety of projects. Initial traffic control measures were completed prior to the formation of the neighborhood protection program to control parking from NBC users and to control cut through traffic from the SR-134 off ramp. Attachment 1 illustrates those restrictions. Neighborhood parking restrictions were installed north of Olive Avenue to regulate business parking in the neighborhood. A diverter on Cordova Street and chokers on Avon Street, Lima Street, and California Street were installed to regulate cut through traffic.

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Proposed Alameda North NPP - Other improvements to the travel network were completed in addition to the modifications proposed for the Platt project. As shown in Attachment 2, these changes included improvements to several intersections, construction of an on ramp to SR-134, and the vacation of a portion of California Street (with the proposed Bob Hope development). Traffic timing and phasing changes to affected traffic signals were also completed with these projects.

Several changes to the parking and travel systems were instituted with various projects adjoining the Platt project, and these changes are shown in Attachment 3. On Alameda Avenue at Cordova Street, the southbound through movement to the SR-134 on ramp was prohibited with the ramp project. Through traffic movements were prohibited on Avon Street at Alameda Avenue with the Pinnacle project (M. David Paul), and a traffic signal was installed at Avon Street and Olive Avenue. Parking restrictions were added to three neighborhood streets and edge lines were installed on Oak Street to narrow the travel way. Other restrictions were approved as a part of the Phase 1 modifications with the Platt project as shown in Attachment 4. Turning restrictions associated with the Platt project entrances at Lima Street were never implemented.

Proposed Phase 2 traffic and parking modifications have not been implemented. As shown in Attachment 5, they included resident permit parking only on all streets between Oak Street and Alameda Avenue or Olive Avenue. Traffic control measures included a speed table (raised intersection) at Oak Street and Lima Street in front of Stevenson School, four-way stop signs at three locations, and turn restrictions from Oak Street to Buena Vista Street. Angle parking, one way operation and a park were proposed in the triangle formed by Whitnall Highway, California Street and Oak Street. Short sections of red curb were proposed for Oak Street at most intersections, and speed enforcement was proposed for all neighborhood streets.

Other Considerations – Several bicycle and pedestrian projects are designated for the Alameda North NPP area. California Street and Keystone Street are included in the Burbank Bicycle Master Plan as Class III bike routes and bike boulevards. These streets will be provided with route signage, sharrows (bicycle pavement legends) and traffic calming devices, such as medians, traffic circles and bicycle detection at traffic signals. Oak Street east of Keystone Street is also designated as a bike boulevard.

Pedestrian amenities are designated for the area with several Safe Routes to School projects. Pedestrian countdown traffic signals and bicycle detection are planned for traffic signals on Alameda Avenue and on olive Avenue. Pedestrian curb extensions are planned for the intersection of Avon Street and Oak Street at Stevenson School.

CONCLUSIONS:

The Alameda North NPP neighborhood has had numerous travel and parking restrictions implemented over a number of years. These restrictions have not

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necessarily acknowledged previous restrictions, the planned changes to the street infrastructure, or current travel and parking patterns. Some of the restrictions were installed to appease residents without necessarily resolving an existing or potential problem.

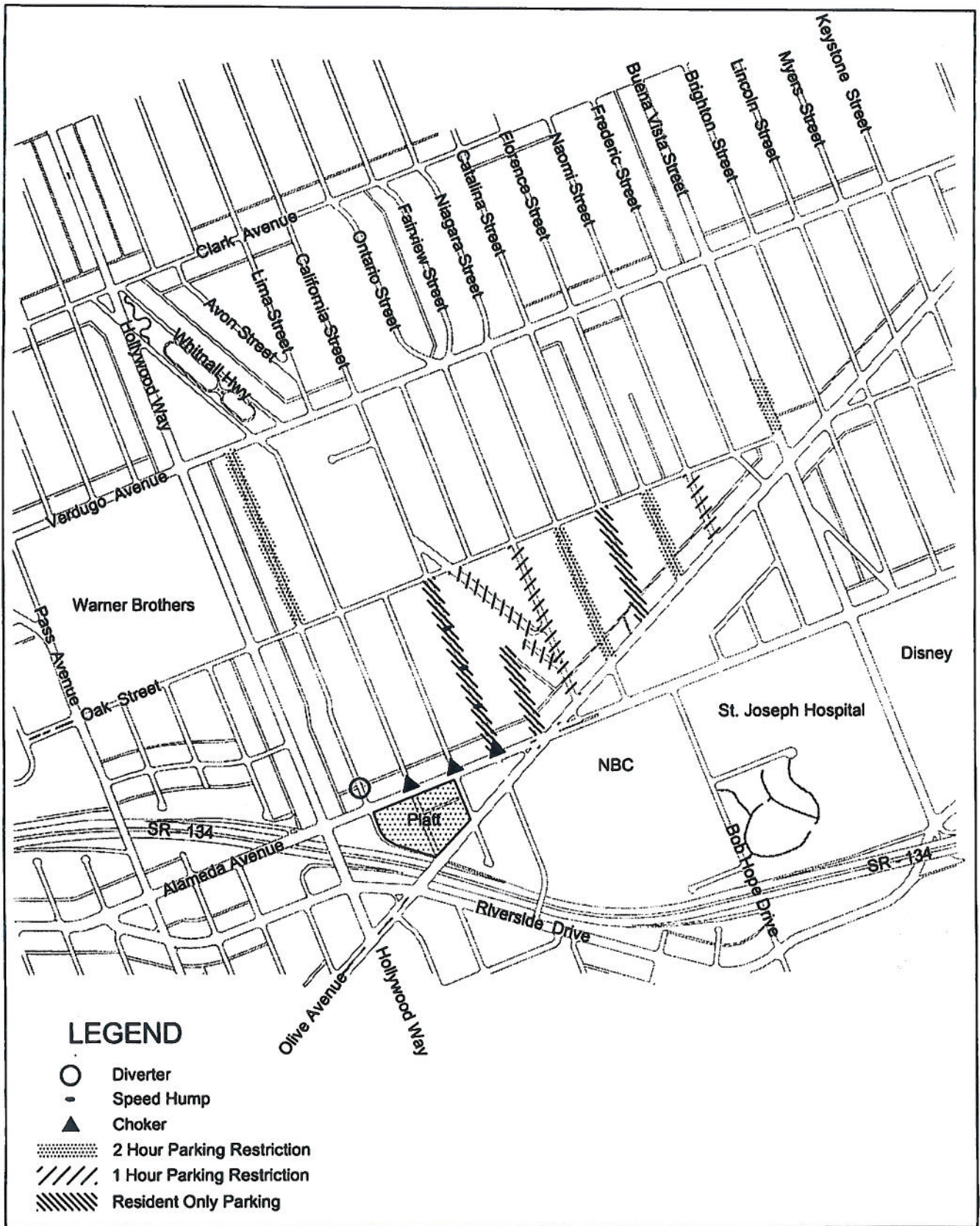
Phase 1 restrictions were implemented to resolve potential issues with the Platt project that have not come into being. These modifications should be restudied and evaluated based on current traffic and parking patterns. Most of the proposed Phase 2 improvements are not needed to solve current issues, and they should be critically reviewed. The speed table, additional four-way stop signs and parking restrictions are not necessary. The proposed park and parking area would be valuable for teacher parking at Stevenson School, but improvement costs have not been assessed.

RECOMMENDATIONS:

Staff recommends that proposed Phase 2 modifications not be implemented at this time and that Phase 1 modifications be evaluated for consistency and need.

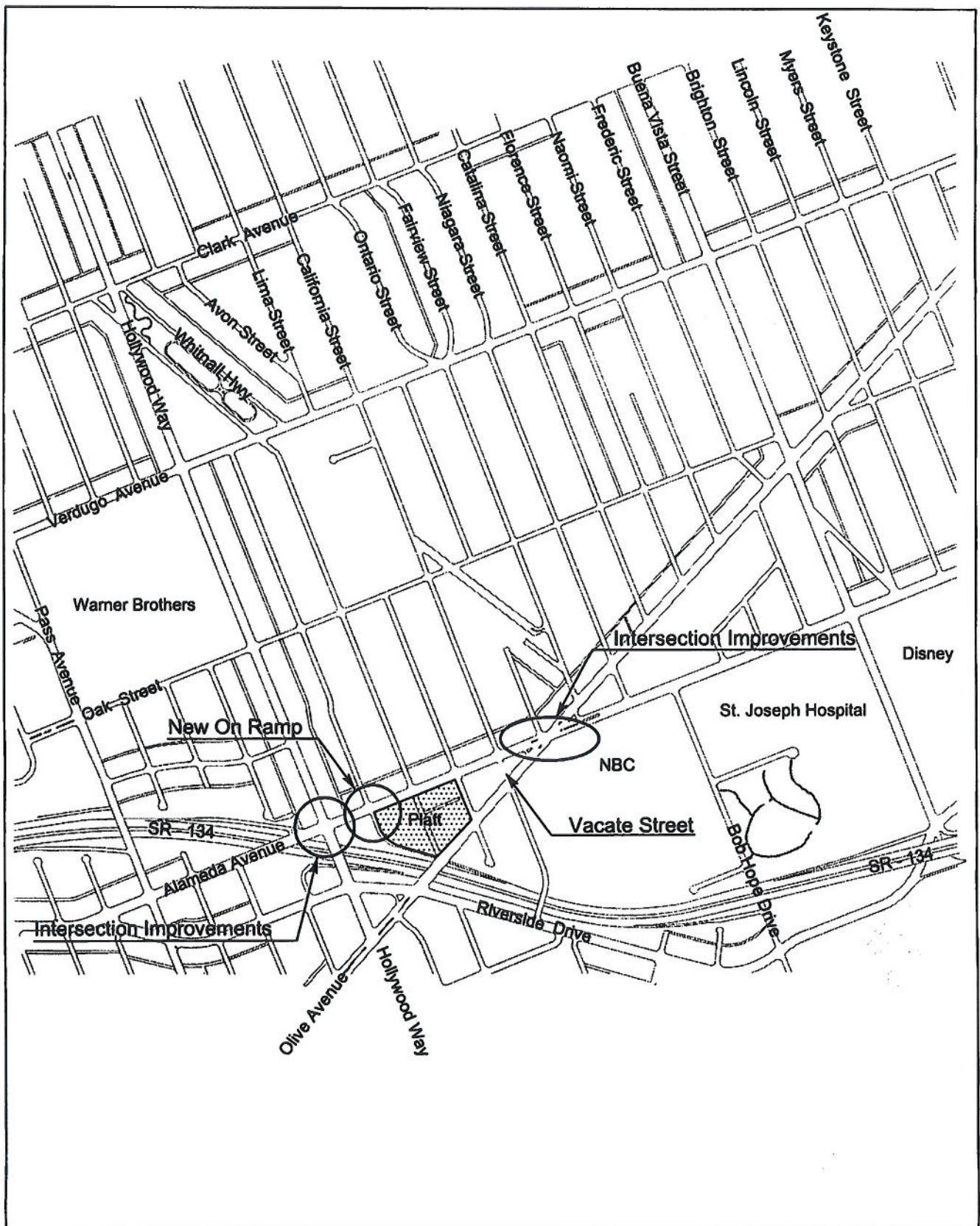
ATTACHMENTS:

1. Restrictions Prior to Alameda North NPP
2. Unrelated Improvements
3. Phase 1 Modifications
4. Proposed Phase 1 Modifications
5. Proposed Phase 2 Modifications



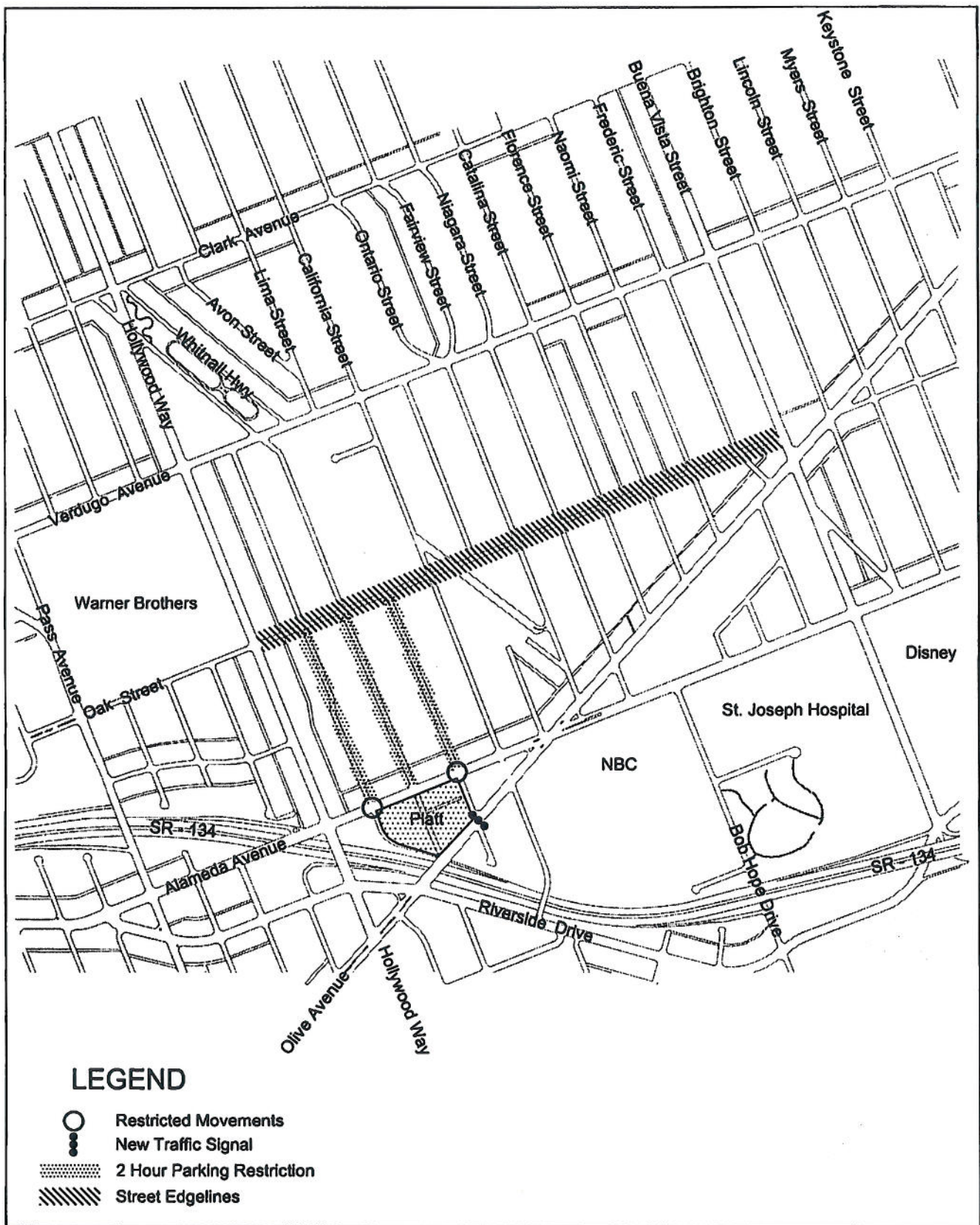
Attachment 1

Restrictions Prior to Alameda North NPP



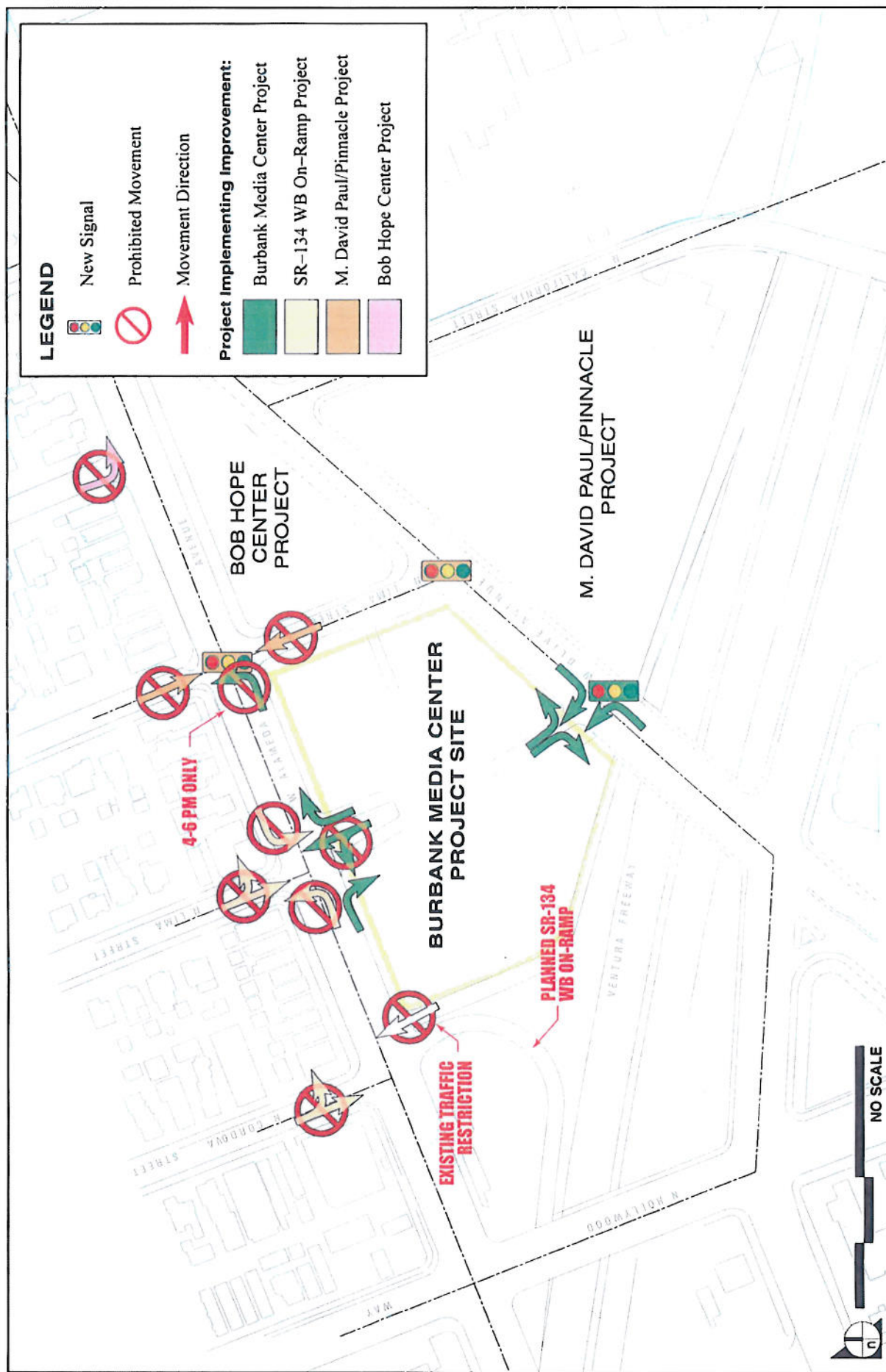
Attachment 2

Unrelated Improvements



Attachment 3

Phase 1 Modifications

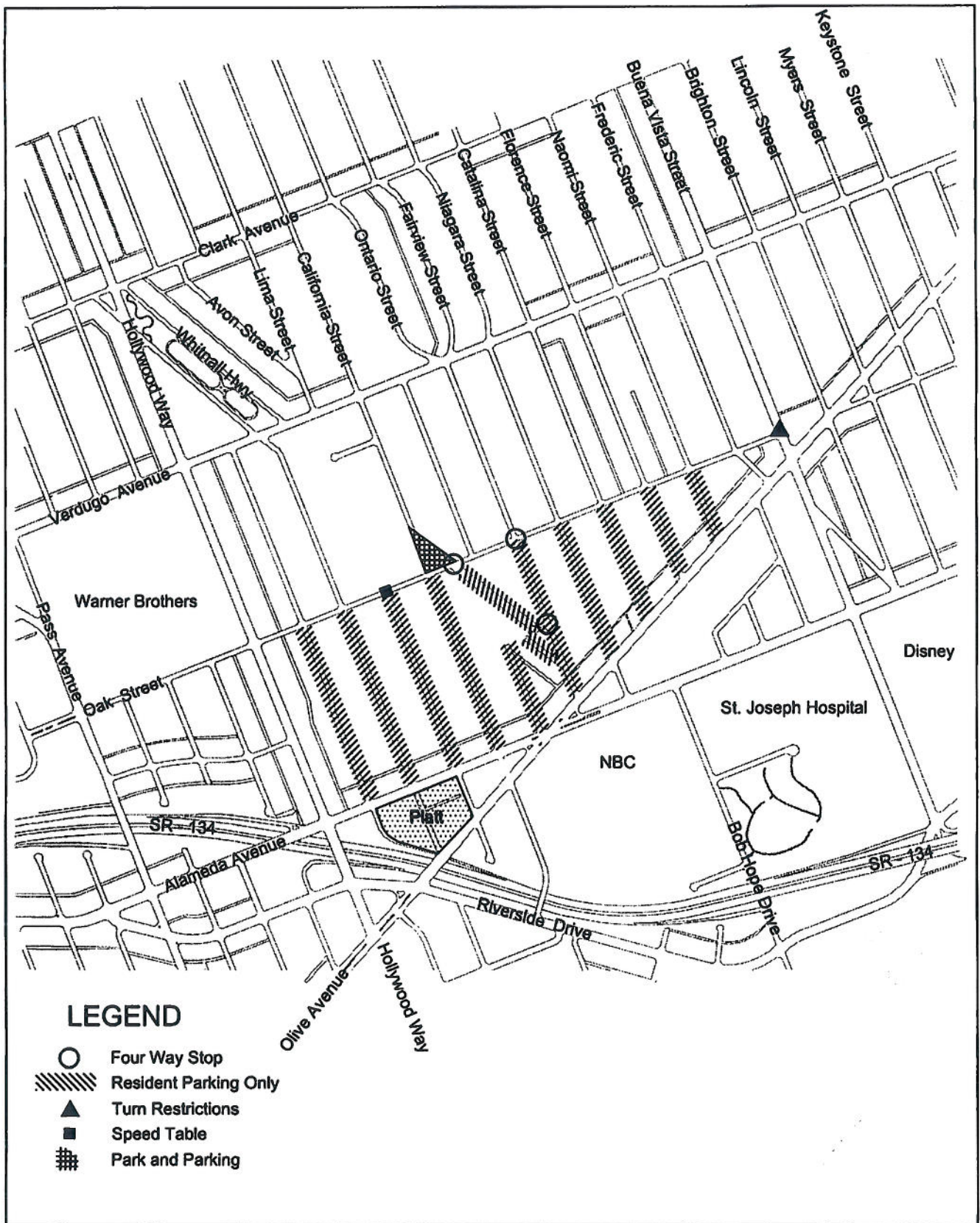


Attachment 4

SOURCE: CRAIN & ASSOCIATES, JUNE 2002.

FIGURE 1

Proposed Phase 1 Modifications	Site Access Characteristics
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Attachment 5

Proposed Phase 2 Modifications